

**Minutes for Pre-Submittal Meeting  
Design Build No 3 4-114 Taylor County  
9-6-2006**

**Attendees:**

Gary Valentine	KYTC	<a href="mailto:Gary.Valentine@ky.gov">Gary.Valentine@ky.gov</a>	(270) 766-5066
Bob Gustafson	QK4	<a href="mailto:gustafson@qk4.com">gustafson@qk4.com</a>	(502) 585-2222
Jessica Mattingly	Haydon Brothers	<a href="mailto:jmatting@haydonbrotherscontracting.com">jmatting@haydonbrotherscontracting.com</a>	(859) 336-6000
John Haydon	" "	<a href="mailto:jhaydon@haydonbrotherscontracting.com">jhaydon@haydonbrotherscontracting.com</a>	(859) 336-6000
Rob Martin	KYTC	<a href="mailto:Robertd.martin@ky.gov">Robertd.martin@ky.gov</a>	(502) 564-3280
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Jeff Schaefer	KYTC	<a href="mailto:Jeff.schaefer@ky.gov">Jeff.schaefer@ky.gov</a>	(270) 766-5066
Dean Loy	D-4 ROW	<a href="mailto:Deanm.loy@ky.gov">Deanm.loy@ky.gov</a>	(800) 459-3566
Paul Sanders	D-4 Const	<a href="mailto:Paul.sanders@ky.gov">Paul.sanders@ky.gov</a>	(270) 766-5066
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David Kratt	KYTC	<a href="mailto:David.kratt@ky.gov">David.kratt@ky.gov</a>	(502) 564-3280

**Pre-Submittal meeting Discussion Points**

1) A mandatory Utility meeting will be held at the District 4 Main Office at 10:00 AM on 9-20-06 with representatives of the DBT's, KYTC, and the respective utility companies. Please hold any in depth utility questions until then. In general, the Awards Committee will look at efforts to minimize utility impacts in a very favorable light. Your final submittal must include a separate estimate of utility relocation costs for your project design. Please be advised that the DBT should be aware of clearance requirements with the Electrical Transmission lines and the traffic signal at the US 68 intersection. Relocation of the transmission lines is not an option KYTC will consider.

2) Please note the special R\W section. Many existing signs and frontage roads are prevalent throughout the project. The DBT shall make every effort to avoid or minimize impacts to these items. As an addendum to this section, there are some issues concerning properties located between Old Greensburg Road and US 68. From a project standpoint,

the DBT shall be responsible for obtaining consent and release from the "current residents" on the property and every effort shall be made to avoid any of the existing improvements present on the property. Any condemnation cases would take at least 180 days. This approach is strongly discouraged. Since this project is partial access control, no additional entrances shall be allowed. Minor relocation of existing entrances to make improvements is acceptable, provided spacing requirements are not compromised. Your final submittal must include a separate estimate for R/W costs for your project design.

3) Components of your bid: The bid for the project shall be 1 lump sum "all inclusive" bid item that includes all design, construction and services outlined in the scope of services document. Let me say this, "We are not infallible!" As your designs progress, if it becomes obvious that we have not adequately addressed a critical element in our scope of services document, please bring it to our attention via a question to Mr. Waddle.

As can be seen in Sect 8 of the document:

- 1) Design
- 2) Right of Way acquisition services
- 3) Utility Relocation services
- 4) Grade and Drain
- 5) Asphalt paving
- 6) Environmental Work
- 7) Traffic Signals

We require that a breakdown for each of these elements be included in your submittal. The sum of these components should equal your "all inclusive" 1 lump sum bid item. We will also require a 5% bid bond.

In summary your bid should include single lump sum bid item, with a breakdown of all necessary design services and construction items and a separate estimate for utility relocation costs and a separate estimate for R/W costs. This is worth 50% of your score with the Awards Committee.

4) DBE Requirements: The DBE goal for this project is 7%. This may include both Design elements and Construction elements of the project. Please see Appendix K for additional information. Questions for this item should be referred to Steve Waddle.

5) Project Schedule and Capacity: Section 17 covers the elements of project schedule that must be supplied. We also require that a list of current project commitments by members of your DBT also be included. Evaluation of this information will make up 30% of your score. Please note that the DBT will be responsible for all permits on this project. A nationwide permit may take up to 60 days to obtain. The project schedule needs to address this issue. For preparation of your schedule, please use Jan. 4, 2007 as the date for which project will be awarded and a pre-design meeting will be held.

6) Innovation and project management: The features this will address are covered in section 17.2. This is worth the final 20% of your score.

KYTC will prepare our own cost estimate for each of the submittals for evaluation and acceptance purposes.

7) MOT for this project is covered in section 13. Please note that installation of all cross-drains per an open cut across the roadway must be done between the hours of 8:00 pm to 6:00 am on days when lane closures are allowed. In general, the DBT shall be required to maintain the current number of lanes currently in place from 6:00 to 9:00 am and 3:00 to 8:00 pm and during all nonworking hours. As a part of the MOT for this project, the DBT shall address these issues as well as any other items necessary to clearly define the phasing and methods to be used to construct the project with the least amount of impact to the traveling public as possible.

8) Design Requirements: Please note that no design exceptions have been approved for this project. Should the DBT decide to request a design exception for a particular item, this must be submitted, in writing to Mr. Waddle, no less than 21 days prior to the date the submittals are due. This process is further explained in Sect 14.7. For other special design features, please refer to section 14.10.

9) Preparation of a drainage folder shall be required for this project. Please note that all geotechnical investigations are the responsibility of the DBT. Please note that at a minimum, 10 % additional earthwork quantity shall be included in the bid to address potential undercut and sub-grade issues. A report must be prepared and submitted for review and approval by the KYTC Geotechnical Branch.

10) Information on paving requirements and typical sections are identified in the appendixes of the document. Please note that the use of an MTV will be required for all mixes containing 76-22 binder. Please note a minimum of overlay of 3.5" of base and 1.5" surface shall be required over all existing mainline pavements. Rideability requirements are applicable for this project.

11) Aerial information provided on the disk utilized differing coordinate systems. The KY 210 section used project specific coordinates and the KY 55 section used State Plane Coordinates. It will be acceptable for the DBT to manipulate the coordinates as necessary to make the files compatible.

12) The following information is from Sect. 14.10 of the Scope of Services document:

All areas disturbed along residential properties shall be restored using sod.  
Approach roads and commercial entrances may require reconstruction. As a part of this reconstruction, existing widths and profile grades shall be maintained or improved upon. This may require work off the existing Right of Way.

In general, for all approach roads and entrances that currently have right turn

lanes, the new design and construction shall replace said right turn lanes with a new right turn lane of equal length and equal or greater width to accommodate turning movements.

For the KY 210 approach to US 68, a non-mountable median shall be installed separating the traffic flow on KY 210 to the limits such that the street approaches for Old Greensburg Road shall become a "right in/right out" movement only. Please see Appendix J for storage lane length requirements at the US 68 \ KY 210 \ KY 55 intersection.

For the KY 55 and KY 3183 intersection, the DBT shall provide a design such that the appropriate number of lanes are in place such that the intersection shall function at a level of service "C" or better during the design year.

Existing "raised islands" at the KY 3183 approach to KY 55 shall be removed and replaced with full depth pavement as a part of this project.

A new entrance is currently proposed for an industrial park to be located near the KY 55 intersection with KY 1625. Please see Appendix I for additional information. The DBT shall make provisions for all coordination and construction of the industrial park entrance to the limits of the KYTC Right of Way as a part of this project. The pavement design for the entrance shall be the same as mainline. Additional information can be obtained from:

Ron McMahan  
Executive Director/CEO  
Campbellsville/Taylor County Industrial Authority  
107 W. Broadway, P.O. Box 551  
Campbellsville, KY 42718  
270-465-9636

The existing KY 323 overpass of KY 55 will require special considerations. The protection of the piers for traffic traveling along KY 55 must be addressed. Strong consideration will be given for innovative approaches such as the use of protective "earth berms" to redirect an errant vehicle away from the piers. Guardrail or crash cushions should only be considered as a "last resort".